Claims

1. Vehicle chassis with a spring support for supporting a bodywork spring (8), stretched between two spring plates (2, 12), and a suspension damper (7), which has a piston rod (6) and a damper tube (7b) and for which a region of the piston rod (6) and/or of the damper tube (7b) is disposed within the bodywork spring (8), at least one spring plate (2) being axially adjustable by means of a driving unit comprising a driving mechanism (4, 5) and a gear mechanism (G), characterized in that at least one energy accumulator (1), which absorbs the weight of the vehicle and acts between the vehicle body and the spring plate (2, is provided.

2. The vehicle chassis of claim 1, characterized in that the gear mechanism (G) is constructed as a worm gear.

3. The vehicle chassis of claims 1 or 2, characterized in that the energy accumulator (1) is constructed as a spring.

4. The vehicle chassis of claim 3, characterized in that the spring (1) is a conical, helical spring, which is braced under pressure between the vehicle body and the spring plate (2).

5. The vehicle chassis of claim 3, characterized in that the spring (1) is a tension spring, which is stretched under tension between the vehicle body and the spring plate (2).

6. The chassis of claim 5, characterized in that the tension spring comprises several individual tension springs disposed distributed over the periphery of the spring plate (2).

7. The chassis of one of the claims 1 to 5, characterized in that the driving mechanism (4, 5) is an electromagnetic driving mechanism, which comprises a ring-shaped stator (5) and, enclosed by the latter at least partially, a ring-shaped rotor (4).

8. The chassis of one of the claims 2 to 7, characterized in that the rotor (4) is constructed as a spindle nut, which has an internal thread at its inner ring surface, the internal thread acting together with an external thread present at a cylindrical continuation of the spring plate (2) in order to form the worm gear.

9. The vehicle chassis of one of the claims 1 to 8, characterized in that the energy accumulator (3) is disposed within a housing (10), one end of the housing (10) being supported at the vehicle body and the other at the stator (5).